

Small Boat Show Report



messing about in BOATS

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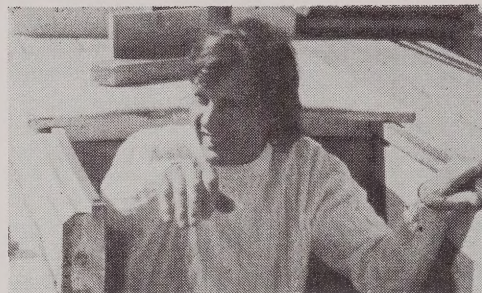
Our Next Issue...

We'll try to catch up on some of the stories we set aside so we could fill up this issue with the Small Boat show news. We've got another installment in the Down East Coastal Canoe Trail, a look at coastal paddling opportunities along the southwest Connecticut shore, a report on getting ready for a six week arctic canoe expedition by four New Englanders, Leonard Eyges' handy navigation gadget for small craft folk, etc. Also the Mystic Small Craft Weekend should get some attention. Pretty soon, more pages...

On the Cover...

Sliding seat rowing craft were very much in evidence at the Newport Small Boat Show and we caught this one out on the water there in Friday's sun and wind. The Show of course featured a great variety of small craft, but rowing was certainly more prominently involved than we have ever noted before.

Commentary



BOB HICKS

The Small Boat Show was not a disappointment to me. In fact it seemed to have turned out better than one had a right to expect, given that it was the first time for a show featuring a rather diverse offering of watercraft. I had some reservations about the Memorial Day Weekend dates and think maybe that cut the Friday attendance way down. Many firms frown on one taking a Friday of absence when the following Monday is an official holiday too. It hurt the show. And Saturday the Newport weather was rotten, cold, blustery southwest wind off the fog shrouded harbor. But, elsewhere it was sunny, so unsuspecting people headed for Newport. They were there shivering in shorts and tee shirts. Sunday was nice, and busy.

The displays totalled over 100, and this really impressed me, for again, it is a busy time of year for many in the trade, hard to get away for, "what, another boat show?" But they came, and the diversity of offerings was truly broad. A few were always mobbed, many had steady traffic, some looked lonesome, always the way at a boat show. We were away from our booth much of the time in order to get the news we bring you in this issue, but when we were there, we were happy to have so many readers drop by to talk. And we did give out several hundred free samples to those who said they'd never heard of us (not a surprising state of affairs).

The small boat concept is where the small builder, designer, marketer fits in and here they all were up front, not tucked away in back at the big winter shows. The biggest boats on hand were small, in the 16 to 25 foot range. The costliest came in around \$15,000, not BIG bucks to yachting people and buyers of bigger (over 25 foot) sailing and power craft. And all the rowing boats. This is assuming fad proportions, like the ten speed bike and cross country skies. It was great to see so much variety in so many formats.

The people were pleasant, I didn't encounter any used car salesman hustling boats and gear, and the people who stopped by our little display did not behave in the ugly consumer role. It was a lot like the Wooden Boat Show, maybe a bit more commercial and less of a craft show, but pleasant. Did the people

buy? I got conflicting reports, some did well, others were unhappy. It seemed less of a buying public than one finds in February in Boston, more a looker crowd. Power boats seemed to find buyers, not surprising, people buy power boats like cars, when they go shopping they are ready to buy. Small sailing and rowing craft seem to require more investigation and consideration. Boats selling under \$1,000 did well, we found this true at last summer's wooden boat show too. It was an "exposure" sort of show, live advertising, and the opportunity for in-the-water tryouts for many of the boats by serious intentioned prospects was very useful and needs emphasis. Rob Dwelley and his crew did another fine job putting it all together, the people who work this show and the Wooden Boat Show are so helpful and calm and polite and considerate and all, that it is hard to realize the pressures they work under. The lack of officiousness and hard nose "security types" is so welcome.

The inclusion of events was important. Races and demonstrations are of interest to many, and given plenty of good publicity provide focal points for observing many of the boats on display in action. There's still got to be some way to make these events more visible in the hubbub of the displays. People still miss out on them unbeknownst. The rowing race was very successful in support, over 70 boats finished the 3 mile course, and John Peinert, who organized it, talks with enthusiasm about next year, bigger and better of course. It's problems were in minor technical areas, not in overall concept and execution. The mini 12's were less successful, for various reasons, but do lend themselves to such a show format, not requiring a lengthy course over which to perform.

Well I for one hope the Newport Yacht Center and Small Boat Journal will go for it again in 1985. It was not "what, another boat show?" but rather special in its own way. If you didn't attend this year, make it next year, I can't imagine the small boat enthusiast who wouldn't find it interesting and informative and entertaining, whether or not in the market for a small boat. Well, the kayak and canoe builders need to wake up maybe.

North American SMALL BOAT SHOW



Opening hour on Friday and all's quiet in the lagoon.

The fishing trawlers tied up at the wharf next to the Newport Yachting Center in downtown Newport, RI had a hectic time of it over the Memorial Day weekend, their attempts at going and coming were accompanied by a lot of blowing of horns and some loud hurling of imprecations from the railsides. They were surrounded by all these crazy little boats in the water, coming and going. Sailing craft of tiny dimensions, rowing boats with long, long oars, pedal boats and paddle boats. It was the first North American Small Boat Show, and all this in-the-water activity was a key part of the success of this first boat show just for small boats. Despite two days of strong southwest winds, a Saturday of raw cold fog, the Small Boat Show attracted a good turnout of the boat public to look over displays of about 100 tradesmen, more than half of them boats, and TRY OUT many of the boats. Also enjoyed were races for mini 12 yachts and rowing craft of all types. It was a busy, and exciting gathering on Saturday and Sunday. Friday, despite sunny skies, was pretty dead, the exhibitors ended up getting to know one another for the most part.

The mix of watercraft was truly all encompassing, within the designation of "small". Sailing and rowing craft predominated, with sliding seat recreational shells very noticeable in their hi-tech, jet age materials, colors and lines. Some powerboats were there, they brought brief recollections of the usual

lineups at the big Boston boat shows, and practically no kayaks or canoes. The paddlers didn't get too much to see, and I don't know why, certainly oarsmen had the full gamut to check out from the Concorde-like far out glass shells to stubby little tenders, modern and traditional. The one kayak exhibitor did OK, they had it pretty much to themselves, but the canoes on display up on land in the tent were never offloaded from the trailer, spending the show racked upside down. Why bother?

The wind blew hard Friday and Saturday, 25 knots or so from the southwest, right into the float area, with a short steep wind chop the sea conditions for the SMALL BOAT JOURNAL sea trials. One judge told us that he found that, "some of these shells do work better in the rough than others." You'll have to read the next couple of issues of SMALL BOAT JOURNAL to learn which, for SBJ funded that whole part of the show and spent a lot of effort to bring their readers reports in upcoming issues. The mini-12's raced in the Saturday winds as well as in Sunday's calm, and one even sank ignominiously right in front of the dock and onlookers when it took aboard a steep little sea. The skipper floated out and that evening the crane lifted the tiny hull out of the channel. Better another look at positive flotation for that one!

Sunday afternoon's rowing race attracted about 75 boats in all classes, from serious competition shells, two up

types, right on out to family groups in traditional Whitehalls. The rowing surfboard was in, as were other oddball setups such as forward facing rigs, sliding riggers, etc. But the pedal boats were out, not, in view of organizer John Peinert (who builds rowing shells) rowing craft. Fair enough, anything was OK as long as it was rowed. The pedalboats had a mini race on Saturday easily won by the California proa, and the special match between the proa and a racing two man shell went to the oar powered craft.

The show featured predominately plastic boats, but this did not result in any sort of stereotyped row on row of look alike cookie cutter stamped out craft. The small boat field is the one where individual ingenuity and creativity in fiberglass is very much in evidence. The craft ran the whole gamut from elegant perfection of craftsmanship to pretty awful. I always wonder why some people bring really awful boats to show. Maybe they just don't realize how bad they are. They seem to appear in all the boat shows, though.

The wooden boat lover might have been disappointed in the Small Boat Show, but I can't sympathize. I love wood, yet the work on these small glass boats was, for the most part, well done, the choice of designs had as much variety as any wooden collection, and in most cases a lot of wood was used to add some warmth to the appliance look the all plastic boat presents. A couple of cold molded wood boats looked no different than the nearby glass craft, in a way the two are almost a conjoining anyway, both using plastic resin to hold it all together, one with wood inside, the other with glass fabric.

Did the exhibitors do well? Depends on who you talked with. Some sold several boats on the spot and took orders for more. Others sold nothing at all despite lots of demonstrating. It did seem that buyers did come with the cash in hand, spending it IF they found what they wanted. Were I about to buy a recreational rowing shell, I certainly could have made up my mind here with six different makes, each with a number of models, most available for tryout by serious prospects. And in small sailing cruisers, and in more traditional types of rowing craft, the same applies. It was a great chance to do all that comparison shopping in one place, with tryouts on the spot possible.

MESSING ABOUT IN BOATS was there, both as an exhibitor and to bring you this report. We thought it well worth our time and investment, we introduced the publication to hundreds who had not seen it, and met many of our loyal readers, that was the best part. We even sold some subscriptions.

Herewith a ramble around the Show looking at and talking about those boats and gear and people and events that caught our attention. With all there was to see and do, we cannot do a comprehensive rundown, but there are always those aspects which one recalls most vividly afterwards.

THE ROWING RACE

Organizer John Peinert was satisfied after the race with how it all went for a first try. Some hassles did develop of course, but in sum, over 70 oarsmen completed the three mile race in mellow Sunday conditions, an impressive turnout for a first time rowing race. Traffic at the finish area, a course that allowed competitors to cut through a mooring area if they chose (most did, they HAD to, to keep up) created most of the problems. The 1985 event, which Peinert intends to organize, will deal with these teething troubles.

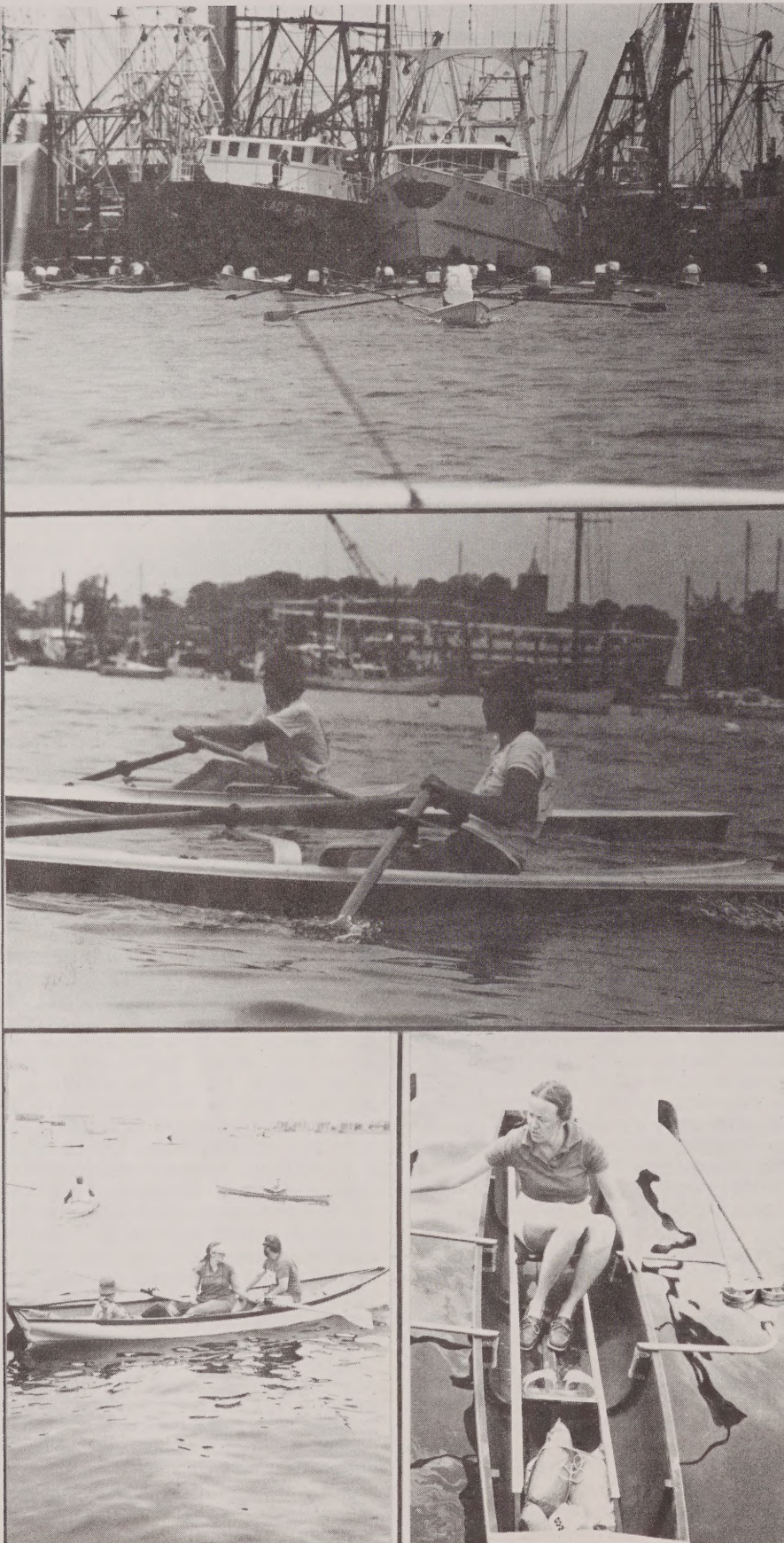
Fastest boat-overall was the Graham King designed one man racing shell that WOODEN BOAT magazine is now offering in kit form. Actually, these boats won in three different classes, but the complete official results were not available at press time on June 2nd, so we'll have to let it go at this for now. The kit sells for something like \$1,100 as I recall, a long skinny carton full of bits of plywood, wood, glue, formed seat, hardware, etc. It's not the material you're spending that on, it's the design.

DIFFERENT SORTS OF ROWING RIGS

The traditional sliding seat boat was well represented by several different makers, in glass and in wood. The not so traditional included the OnBoard sliding rigger setup on a windsurfer, with another in a rental canoe, both of which entered the rowing race. John Peinert's Fastarts include a sliding rigger model. In the race, Jim Forrest had his home designed/built shell with the forward facing oars. Ironically, with all that forward vision, Jim had the misfortune of having his paddle hit a spar buoy when behind him at the end of the stroke where he couldn't see it. Sliding seats are the predominant way still, but the sliding rigger idea seems to be gaining adherents.

PEDAL VS. OAR SHOWDOWN

A sort of slightly carnival side-show aspect of the rowing race was the special face off between the fastest of the oar propelled boats and the pedal powered proa Saber Craft. Since the latter was not rowed, yet was human powered, and had beaten the fastest of the rowed craft in several long distance west coast ocean races, trying one against the other seemed an inevitable circumstance. It happened on Saturday afternoon in strong winds and fog, and the two man Small Craft "Take Two" was overall winner. But the win was inconclusive, as the proa was holding its own with the two man shell until a trawler backing out from the wharf crossed the path of the oncoming competitors, and the proa, unable to swerve suddenly, tipped over, while the Take Two managed to just maneuver by. Certainly it had been a close contest to that point.



Top: Start of the rowing race with the fishing trawlers as a backdrop.

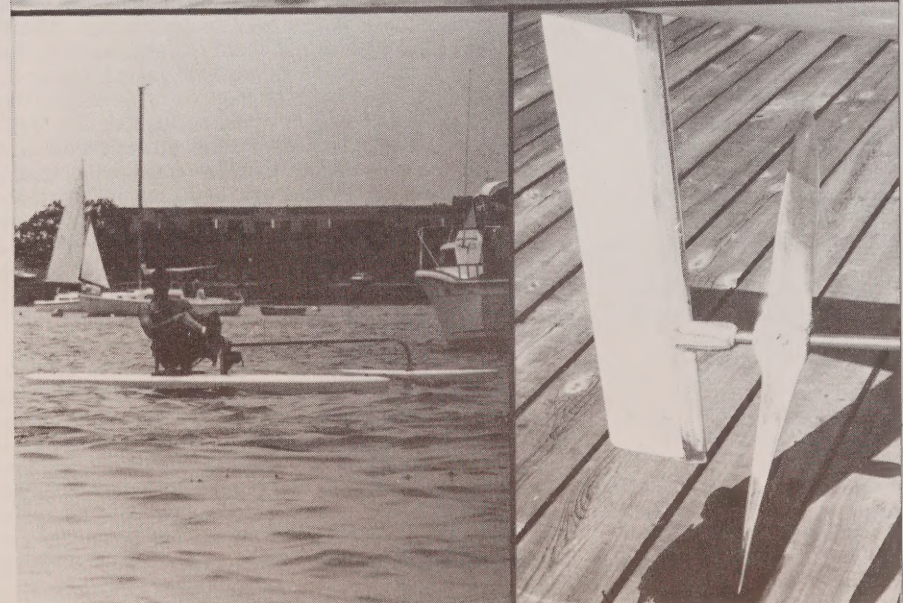
Middle: Some close competition in the sprint to the finish.

Bottom left: Family competitors also took part.

Bottom right: The Jeanette Denby/Jim Forrest forward facing rowing shell.

THE MINI 12's

Well, the mini 12 program didn't work out as well as had been hoped. The regatta was marred by the lack of boats available from some manufacturers and by the conspicuous sinking right in front of the assembled multitude of one make. This really upset the builders of the boats with flotation because it sort of implied these little ballasted yachts were stones when flooded. Not so, as it happens, the boat that unhappily took aboard a dollop of the rough water on Saturday was the only one without flotation. The lack of enough boats, the weather on Saturday that cancelled all the scheduled races after the sinking, and the inability of invited yacht designer skippers to re-appear on Sunday for the unscheduled completion if the Saturday events sort of pulled the plug on it all. There were plenty of the big model racers on land to view replete with intricate rigs and many strings to pull. And even a miniature offshore powerboat turned up, a 12 foot version of a cigarette sort of thing, fitted with a 25 horse outboard. "This boat is U.S.C.G. rated for 18 hp," the man told us. But with 25, even faster. . . Models you can ride in yourself, still at fad stage, maybe if they get some local class racing going? For \$2500 or so, an expensive toy boat otherwise. The boats available to look over at the Show were: Defender by L & L Yachts, 816 S. 16th St. Costa Mesa, CA 92627; M-12 by Davis & Oberg, 500 Wood St. Bristol, RI 02909; Millimeter by Millimeter Marine, P.O. Box 898, San Rafael, CA 94915; Illusion by Illusion Yachts, 13584 49th St. N., Clearwater, FL 33520; EHCO by EHCO Boats, 7330 Adams St. Paramount, CA 90723; Enterprise by Enterprise Marine, P.O. Box 450, Menominee, MI 49858.



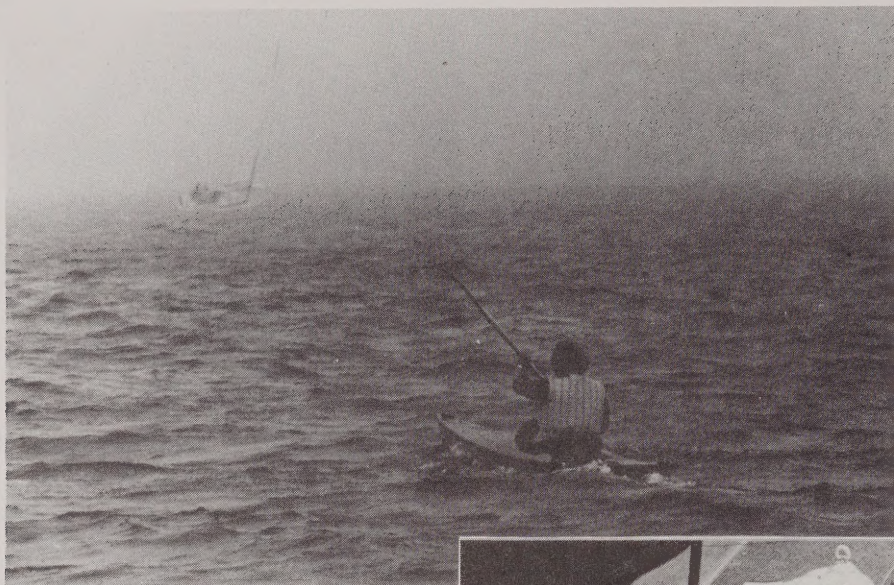
THE PEDALBOATS

Three different pedalboats were on the scene, and provided interesting comparison to conventional watercraft. The proa features a semi-reclined seating position on a long slender hull with outrigger, while the other two both had catamaran float sort of structure with centrally mounted operators, one semi-reclined the other bolt upright. These transmitted pedal power through a gear-box arrangement that turned a small high rpm prop amidships right under the pedaller while the proa drove through a very low pitch (3-1) slow rpm prop at the rear. The proa was far faster. Who would be interested? Some oarsmen told us, "Who wants to pedal a boat?" Right, not an oarsman. But, maybe the ten speed bicyclist might take to a nicely working pedalboat that offered good speed and security. Certainly the proa has that, it was out in rough water without problem (the trawler was a traffic problem), has been raced over open ocean successfully (to California's Catalina Island, 26 miles). Right now the Saber is offered for just a bit over \$2100. You can learn more about this unique watercraft from Saber Craft, 1501 West Dry Creek, Healdsburg, CA 95448.

Top: Windy sailing Saturday for the mini 12's called a halt after just one race, events were completed on Sunday.

Middle: Two of the pedal boats stage an impromptu sprint.

Bottom: The Saber proa was far and away the fastest of the pedal powered boats, note propeller designed for low rpm torque.



Top: Don Jones heads out on a test run of the Dirigo 17. He bought it.
Right: The Metzeler inflatable kayak.



THE ROWING SHELLS

Arthur Martin and all his family were there with the Martin line of Aldens and Trainers, but they were looking a bit uncomfortable as all around proliferated sleek, hi tech looking shells from eight other manufacturers. If ever there was a time to check out recreational rowing shells (and serious competition shells too) it was here. Martin is busier than ever, but others are climbing on the bandwagon. Caspian Boat Co. P.O. Box 554, Manistee, MI 49660 had their Scullcraft. The name caught me, it was a "c" not a "k" in there but somehow that sort of grabbed me, like skullcap. Durham Boat Co. Rt. 108, Durham, NH 03824 had Rec-Racer and Race-Trainer shells to offer. Hudson Racing Shells, 90 Cliftonvale Ave., London, Ontario, Canada N6J 1J8 had real racing shells. Little River Marine, P.O. Box 12772, Gainesville, FL 32604 offered Sea Shell and River Shell. Lowell's Boat Shop, 459 Main St. Amesbury, MA 01913 sort of made it onto this list with the Onboard sliding rigger kit for windsurfer or canoe. The canoe sported "Charles River Canoe Rental" on its side, but Lowell doesn't build canoes, so. . . Martin Marine had their well established Alden and Trainer to show. Peinert Boatworks, 52 Coffin Ave. New Bedford, MA 02746 had the Fastart 16 and 21, one a sliding rigger, the other sliding seat, but owner John Peinert spent much of his time on the race organizing chores. Small Craft, P.O. Box 766, Baltic, CT displayed the Double Take Two, a serious Olympic racing double two Californians will try to campaign in the summer Olympics. Now WOODEN BOAT magazine at P.O. Box 78, Brooklin, ME 04616 invades the boatbuilder territory with its Graham King designed racing shell, one of which was top overall boat in the rowing race, two others winning their respective classes. Well, enough? See what you oarsmen who didn't attend missed out on?

INFLATABLES:

When I spoke of being able to check out just about any sort of rowing shell at the Show, I forgot to mention that the same would apply to inflatables. There were stacks of them on land display, the whole range of several manufacturers. I just don't happen to be intrigued by these but it is worth noting that the Metzeler line had a rather attractive looking double kayak sort of craft on display, not the usual stubby nosed bit of flotation intended as a sort of ship to shore wheelbarrow. The Metzeler's were displayed by J.T.'s Ship Chandlery at Brown & Howard Wharf in Newport, RI 02840.

KMV GOT THE NOD

The Norwegian built KMV powerboat ended up as a sort of official boat lugging around official type photographers and other Show functionaries. We didn't get to go aboard, but even a superficial look over revealed that sort of "quality" appearance that Volvo's seem to offer. Hard to be specific, but the boats looked really complete in detail and solid in construction. They offer a double hull, unsinkable construction, so maybe that's why. In the limited turnout of powerboats, they did stand out. For follow-up info if you like, try Nordic Viking Boats, P.O. Box 1425, Staten Island, NY 10314.

WHERE WERE THE SEA KAYAKS?

Well, the guys from Dirigo Boats in Blue Hill, Maine didn't waste any concern over the fact that they had the only sea kayaks on display. Their boats were in constant use in the area and they sold three at the show and took orders for two more, so a monopoly wasn't all that bad a deal. They make a nice boat at a reasonable price. For more details, contact Dirigo Boatworks, P.O. Box 205, Blue Hill, ME 04614.

AND THE CANOES?

Canoes were conspicuously absent. Maybe they aren't small boats. The one display by a firm known as Fins And Feathers was a trailer rack full of Old Town and Mad River boats, all upside down on the racks, never unloaded that we saw in passing by.

WOOD WAS SCARCE, HENCE CAUGHT THE EYE

With the predominance of plastic at the Show, the few wooden craft stood out. The Baker family (without Bob, who died last winter of a brain tumor) had a lovely Baker peapod on display along with offers on his plans, even some expensive coffee mugs. The boat grabbed everyone. Narragansett Shipwrights of Newport had a big Whitehall tender that was a bolt together amidships rig, built for a big yacht that required a big classic tender, yet did not have a big place to keep it onboard. They commented on how nice it was to get the attention here, at the Wooden Boat Show they were just another wooden boat builder/maintainer. WOODEN BOAT magazine not only is publishing the bible of wooden boaters but is offering increasing numbers of boat kits. They had an ongoing nutshell dinghy building job in progress and finished versions of their rowing shells (which won three classes in the races as well as overall). Then there was the Murphy powerboat, all varnished lapstrake, looking much like a '60's cabin cruiser, nice but a bit ornate, and all that brightwork to maintain? The plywood strakes with mismatched grains might have bothered the true blue wood enthusiast. The TSCA had a few member owned boats on hand for tryout, but sort of tucked away out of sight. While we're at it, our own half restored Old Town lake rowboat got a lot of questions from visitors to our booth. Yes, wood still had a pull amongst the plastic. You can find out more about Baker boats from Baker Boatworks, 29 Drift Rd., Westport, MA 02790. Narragansett Shipwrights are located in Newport, RI 02840. WOODEN BOAT magazine is at P.O. Box 78, Brooklin, ME 04616. The Murphy powerboats are offered by Sciuto Yacht Sales, 728 B Dartmouth St. So. Dartmouth, MA 02748. The TSCA address is P.O. Box 350, Mystic, CT 06355.

THE HOT BOATS OF QUARTER MOON

Steve Clark and Bruce Bender had the fast setups at the show. They build International Ten Square Meter racing canoes, the International 14 racing dinghy and a cold molded version of the traditional Delaware Ducker. All are FAST. In the high winds of Friday and Saturday, Steve's passby on the 10 was breathtaking, this canoe performs like half a catamaran, with the one man crew out to windward on a long sliding hiking board. On Saturday the untried 14 was taken out in the gusty 25 knot conditions. Emerging from beneath the wind shadow of the nearby trawlers, the 14 rocketed away down the channel, a three story motor/condo passing by found itself being overtaken by this fast moving sailing mosquito, a sudden increase in rpm resulted but then the mast on the 14 toppled over. The guys hadn't quite got all the strings hooked up right. Less spectacular because of its conventional appearance (the 10 and 14 look like trapeze rigs afloat) the Ducker came planing by on a broad reach at an incredible rate Saturday in the fog and wind. Not many strings on the Ducker, sleeved sail on aluminum spar on sleek cold molded hull, which also rows very nicely. The exuberance and creativity of these young men really grabbed us. You can get their really nice brochure by calling Steve or Bruce at (401) 245-8608, Box 161, Warren, RI. 02885.



SHALLOW DRAFT CRAFT FROM FLA.

Two Florida builders brought boats north to Newport, Marine Concepts and Florida Bay Boat Co. Marine Concepts had their Sea Pearl daysailer, camper/cruiser, and Rob Roy pocket cruiser on land, Florida Bay had the Bay Hen and Mud Hen in the water and very much in the action all weekend. The latter two are sharpie style boats, the Mud Hen is an open boat, the Bay Hen larger with a house. Both are longish, narrow beam flat bottomed craft for skinny water. The Bay Hen was out all weekend regardless of weather, looking good, especially being maneuvered in and out of the intricacies of the display docks under sail alone. On land, Sea Pearl showed us a unique convertible cabin, by day the roof a snug snap down fit over the deck opening, for overnight, setup like an open screened tent with bunks on the bottom. Not bad in another interesting shot at the small camper cruiser. Rob Roy was up there a bit, shallow draft keel, stairs to climb to go aboard, like the sailboat show setups. At 23 feet, a fairly big boat in this show. Nicely done. Marine Concepts can be reached at 159 Oakwood St. E., Tarpon Springs, FL 33589. Florida Bay is located at 7095 SW 47th St. Miami, FL 33155.

Top: The guys from Quarter Moon head out into 25 knot wind on their International 14.

Middle: The Bay Hen reefed down for the strong winds, but still sailing, all weekend long.

Bottom: Sea Pearl has an interesting tent/cabin setup.





CLASSIC CHARM

Pete Sylvia was all smiles as he showed off his nice little 13' peapod. He says the lines came from an 1800's vintage derelict and were so attractive that he decided this would be his entry into small boat building. A simple small craft, with enough wood finish aboard to offset any appliance impression. For more on Classic Charm, contact Peter at (617) 992-1807 or write to Hi Liner Boats, P.O. Box P-73, So. Dartmouth, MA 02748.



FATTY KNEES

So why would ANYONE call this serious, for real little dinghy, Fatty Knees? Well, the designer Lyle Hess (of SERRAFYM fame, 'surely you've heard of SERRAFYM and the Pardys?') tells it like this in his brochure:

"My wife had our three year old daughter on her lap after a sojourn in the tub, and lovingly pinched one of the beautiful little knees and commented, 'lamb, you have fatty knees.' Granddaughter alertly retorted as she reached out to squeeze grandma's knee, 'Gramma, you really have fatty knees.' Later my wife, while looking over our seven foot tender leaned against the wall where its beam was obvious, said, 'Honey, the little boat has fatty knees.' Hence the name." These are serious tenders in 7, 8 and 9 foot sizes, priced up over \$1000, with sailing rigs if desired. You can find out more about Fatty Knees from Joseph Nye of Grace Marine Corp. 3 Trinity Ct., Wellesley Hills, MA 02181.

CONCORD YACHT

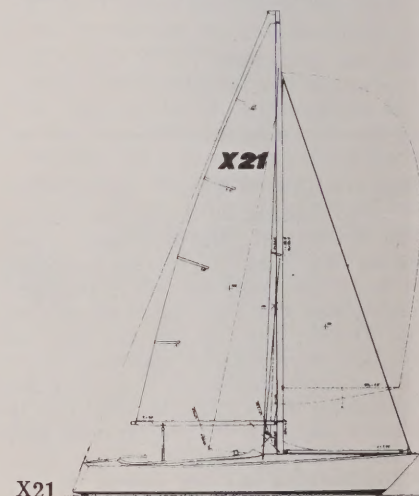
Chuck Mainville and family burned the midnite oil to get the latest version of their 21 foot Clipper down to the Show Saturday morning, in time for scheduled sea trials, and for interested show attendees. This development of the first pulling boat was set up for two instead of three oarsmen, had an interior liner, and weighed in around 200 pounds instead of close to 300. Nobody else offers a 21' pulling boat that goes so fast so easily. It had gunwale fitted oarlocks and fixed seats, but one thing Chuck soon learned was that interested oarsmen felt that sliding seats would be nice. Outriggers aren't necessary with the beam the boat has. Unlike smaller pulling boats, the Clipper 21 sure has plenty of room for gear, even if fitted with dual sliding seats. Can you have it all, ease of rowing, speed and cargo capacity? The Clipper 21 does seem to suggest you can. Contact Chuck at Concord Yacht, P.O. Box 424, Sudbury, MA 01776.

HACKLAND'S MINI OCEAN CRUISER

John Hackland and his lady friend trailered his 20' ocean cruiser up from Florida behind a \$250 good old American V-8 bought special for the purpose. The boat, still undergoing John's designing detailing is meant for safe offshore cruising in a small boat, the flush deck design, small cockpit, and organized sail handling arrangements all meant to be way out there in any sort of going. It owes more than a bit to Giles' concepts, Hackland admits. It didn't attract a whole lot of attention, there wasn't a big roomy cockpit in which to sit and view colorful brochures, and it had a sort of serious high tech look to the rig. But John did take out a few interested persons, sculling out from way inside the display docks and sailing off sans outboard. If offshore is your enthusiasm, contact John at Hackland Designs, 875 SW 13th Ave. Miami, FL 33135.

BACK & FORTH WITH UQBAR

The Back 'n Forth Co. builds dinghys used to go "back 'n forth" from ship to shore. Uqbar? Well that came from a book, you'll have to call the people to find out what book. The product, basic little plywood dinghys that can be sailed, carry loads of gear, and look well made. They sell as kits too. Redjeb Jordania will tell you more about his product if you call him at (212) 673-1027 or write to Back 'n Forth Co., 43 E. 22nd St. New York, NY 10010.



X21

Sounds a bit like a new rocket or jet plane or maybe a performance car model. Maybe that's what builder Tom Perkins had in mind. The boat has a cockpit with an upswept coaming at the front that almost looks as if it ought to be a speedboat. In a way it is, a fast daysailer concept. Tom is staying away from camper/cruisers as his view of the sailboat market is that it is overwhelmingly day sailers. The X21 is a keelboat designed to daysail with excitement and race if desired. Since we didn't get the chance at the Show to check it out more, Tom's invited us to Westport for a tryout. More later. In the meantime Perkins Boats is at P.O. Box C 447, Westport, MA 02790.

THE THOLEPIN MAN

Jim Thayer was late, he arrived Friday evening. Anyone who knows about Jim will understand, his ancient Volvo had broken down on the road. While he was absent Friday, loyal local owners of his Livery Whitehalls and Li'l Pickle craft had their boats in the water for tryout, boosting the merits. There's no salesman as persuasive as the happy customer and Jim certainly has them. He brought with him his new beach cruiser, NINA, a substantially larger craft (at 18 feet) than he usually builds. The glass hull is a beamy yet curvaceous

craft, decked and finished inside in wood, with wood spar and spritsail rig. The flat bottom permits easy beaching, the big interior lots of lounging space and room for gear. Now if only Jim can find time to get more made, he offers a kit or finished boat, just as with his Whitehalls and Li'l Pickles. The THOLEPIN? That's Jim's now and again newsletter, great fun to read. Send for a copy, he can be reached at 2106 Atlee Rd. Mechanicsville, VA 23111, include \$3 and you get all his complete collection of information.

Jim Thayer arrives belatedly with his NINA beach cruiser.



Probably the most volume in the least length, the Slipper 17.

THE MOST IN THE LEAST

A couple of the more "production" looking boats aimed at the camper cruiser market seemed to achieve just about the greatest possible amount of volume in the shortest length. The Slipper 17 was a plump little craft with cabin, built in head, bunks, etc. The Montgomery 15 was even shorter while equally as plump. And the Gloucester 15 had a cabin too, but not quite so voluminous. How do these boats sail? I couldn't say, but one acknowledged sailboat tester for a major magazine told us the Gloucester sailed

much better than its looks promised. The Slipper would win the "total enclosed space" award we'd guess. All three had the "all plastic" look with just bits of wood here and there. No problem for anyone who doesn't mind plastic at all. The Slipper comes from Starboard Yacht, 109 Williamsburg Dr. Silver Springs, MD 20901. The Montgomery is from Montgomery Marine, 935 W. 18th St. Costa Mesa, CA 92627. The Gloucester line (they were all there in a row like a family) is built by Gloucester Yachts, Box 307J, Gloucester, VA 23061.

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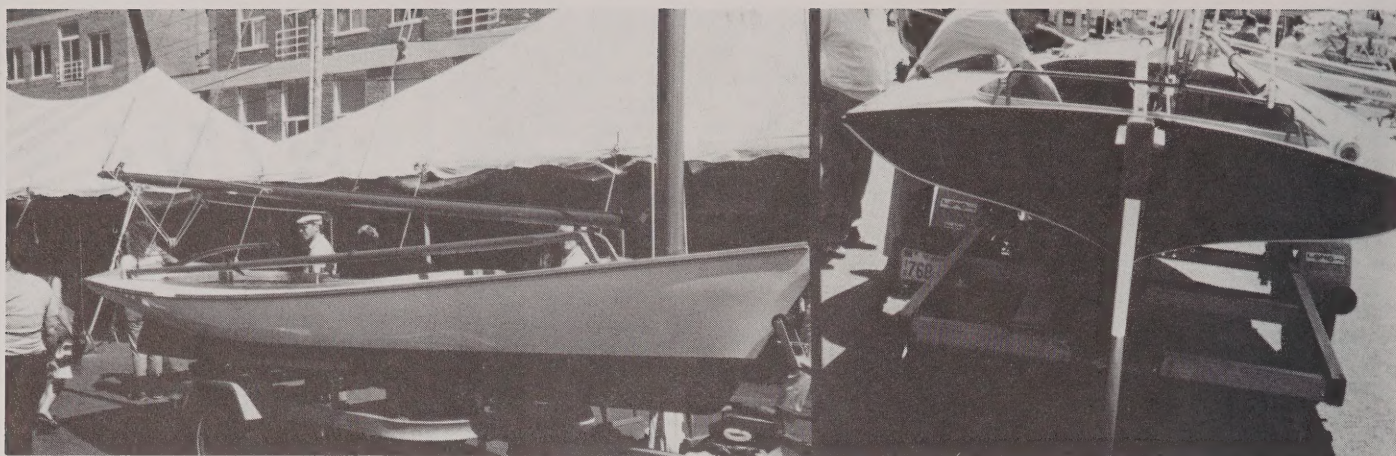
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THE SANDBAGGER

The most elegant boat at the Show in my estimation was Fred Wise's Sandbagger, an immaculately executed replica of a nineteenth century gaff rigged sailing skiff indigenous to the eastern shore of Virginia. The glass hull was

perfection in shape and finish and the wooden joinery superb. Even a wooden boat purist would find it difficult to ignore. The 18 footer carries 290 square feet of sail, has that "skimming dish" hull configuration, and is available as a

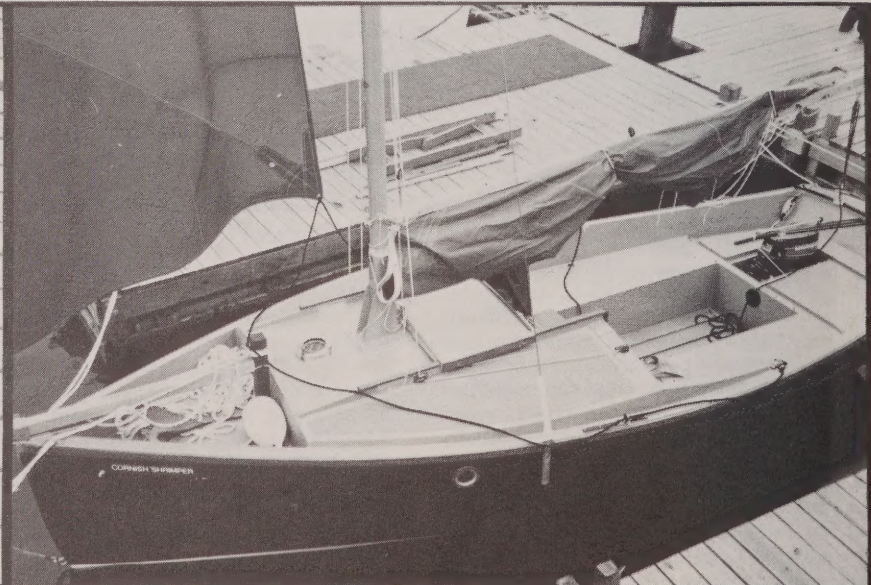
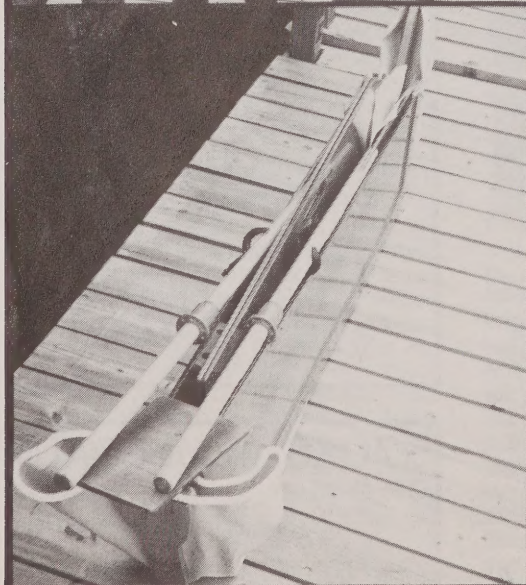
finished boat starting at about \$7000 or as a bare hull from about \$1700. You can learn more from Fred by writing to Wise Boat Building Co., 3 Mt. Prospect, Onancock, VA 23417, phone (804) 787-8546.

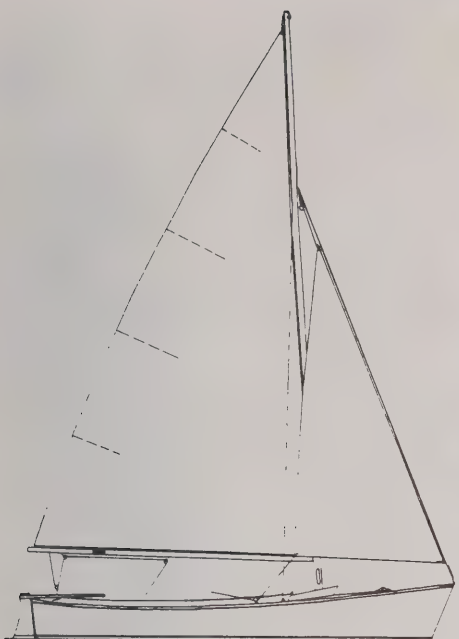
BRITANNIA BOATS

Peter Winterschlade had an interesting collection of boats on display. The Cornish Shrimper, an elegant glass 19' cruiser, the Cormorant daysailer, and two foldaway dinghys, one at close to \$700 being unrecognizable as anything but a wooden dinghy until Peter began to fold it away, the other a much less expensive craft with wooden sides, fabric bottom and ends. Both just fold up flat to go almost anywhere, yet can carry people and gear from shore to boat and back. Peter's British accent didn't hurt his sales pitch, he was very helpful in explaining the features of all these boats

he imports from Great Britain. The Shrimper is that plumb stem sort of British boat on traditional lines, lots of wood finish, really superb glasswork, and trailerable too. The Cormorant, cat rigged but not as beamy as a cat, unsinkable, and apparently, according to Peter's best efforts, uncapsizable too. All set up with foldaway this and that for overnighting. The British have long background in camping out in really small boats. Cormorant at just over 12 feet illustrates this capability. For more information, Britannia Boats, P.O. Box 477, Severna Park, MD 21146.

Left above: Peter Winterschlade and prospects with the collapsed Sea Scamp dinghy. Left below: The \$179 mostly fabric dinghy in folded mode. Below: Looking down into the 19' Cornish Shrimper, nice boat.



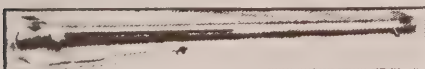


SORT OF A 3/4 LIGHTNING

Tom Atkins of Pilot Marine had a Point Jude 16 on display, he characterized it as a sort of "Plain Jane" of a boat, pretty much all beige fiberglass, patterned after a design by Edson Schock in 1948. It certainly looks like a downscale Lightning. Tom touted the assets of good performance with safety from hard chine stability, high freeboard and also cockpit comfort with high coaming backrests. "You sit in this one, not on it," was his description. The whole pitch is safety and convenience, standard for the routine fiberglass fleet of today in consumer boats. Yet, it does look so much like a Lightning, and if it performs like that, well, not a bad way to go in inexpensive sailing. Tom will tell you more if you contact him at Pilot Marine, P.O. Box 1571, Manchester, CT 06040.

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Sail Trim has a gadget for the new sailor or the timid sailor, it's a main-sail trimmer that fits on the boom and controls the amount of draft in the sail regardless of how quick you are on the mainsheet. The idea is to prevent surprise knockdowns or near knockdowns or even just the uneasiness that goes with tippyness in gusty winds. In essence, this is an adjustable preload sail tensioner that reacts instantly to varying pressure on the sail, not only to release sail trim for overload, but to trim up in varying airs, in essence a companion to those automatic steering devices. You've got to really want it and believe in it, for the deceptively simple looking tubular device that bolts on the underside of the boom sells for \$350 from Sail Safe International, 1 Union Ave., Sudbury, MA 01776. Maybe there's more than meets the eye.



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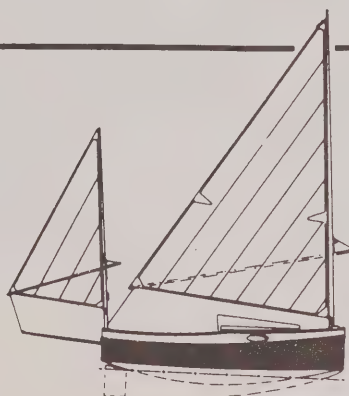
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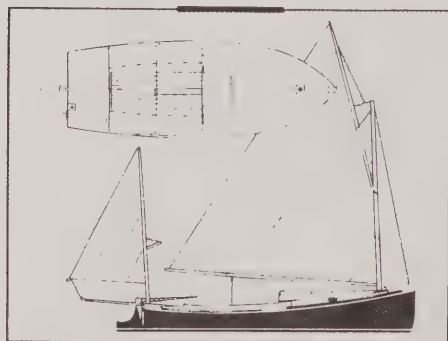
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THE CHEBACCO 20
Brad Story was in unfamiliar sur-



roundings, sitting on the lovely 20 foot cat yawl built by Storys to a design by Phil Bolger. Brad's much more comfortable back at the shop where he is kept busy building traditional wooden boats to special order. The Chebacco is Story's first try at a "stock" boat, and it is a pretty, traditional looking craft cold molded with the only obvious Bolger touch the offset mizzen mast. As with many other boats displayed, this one was finished up in a rush, but it attracted a lot of attention, and Brad was getting pretty used to talking it up by Sunday afternoon. For more information, contact Brad at the Story Shipyard, Essex, MA 01929.

THE DOVEKIE GET TOGETHER

Peter Duff is another one of those builders whose customers become his followers. Edey & Duff eschew boat shows, they say, yet they did this one, Peter and Margaret fretting on Friday as the boats still had not put in an appearance. But when they did it was in force, several Dovekie's were around Saturday and Sunday, in the sea trials and getting workouts by potential buyers, courtesy of already true believer owners. The Dovekie certainly inspires loyalty in those who overcome its appearance in order to experience its benefits. The float was always crowded, the envy of some exhibitors who have as yet not mastered Peter Duff's skills at attracting people to what he believes in. Certainly his ads for Dovekie in the boating press have to be the best ad copy anyone is producing. If you haven't seen it, you can contact Peter at Edey & Duff, 35 Harbor Rd. Mattapoisett, MA 02739, and send him a \$1 for the Dovekie brochure.

PHIL BOLGER WAS THERE

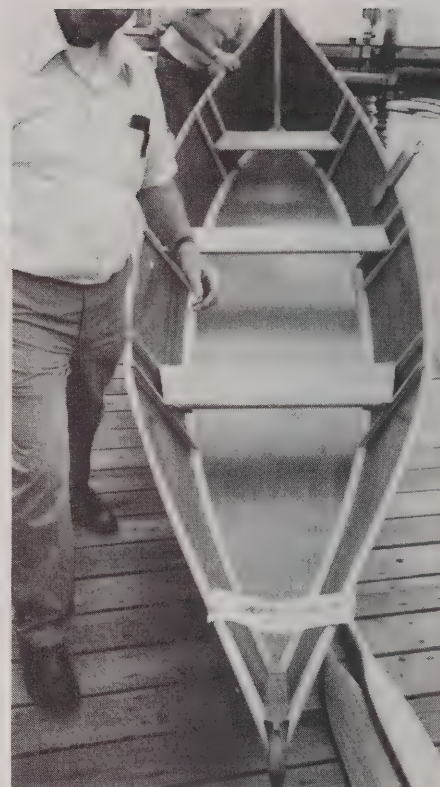
Mention of the Dovekie, one of Phil's designs, reminds us that we did get to chat with Phil briefly on Friday before he fled to avoid the crowds. Phil remarked on how many interesting concepts there were on hand

HOW TO GET LOOKED AT

Roger Crawford builds fiberglass Swampscott dories of somewhat beamy proportions, all rigged out for sailing. While he commented on the poor timing of the Show ("I'm busy as hell right now!") he couldn't stay away, and pretty much every hour on the hour headed out of his berth to sail about a bit, the tanbark spritsail prominently displaying in banner style, CRAWFORD BOATBUILDERS. You couldn't miss him. But if you did, you can contact him at Crawford Boatbuilding, Box 430, Humarock, MA 02050.

THE WEST WIGHT POTTER

I've seen this boat advertised for years, always had the notion somehow it was British, small, yet incredibly roomy, and not looking too stubby and tubby considering. Dan Linderooth from Pennsylvania, a dealer, had a couple at Newport, the 15 footer in the sea trials, a bigger model (about 20 feet ?) in the water. The latter was incredibly equipped and yet somehow did not seem crowded. Sort of a mini-summer cottage afloat. They've been around for 18 years so they must work. Mobile Marine at 2924 Orchard Ln. in Huntington Valley, PA 19006 can tell you more. Oh, the boats are built in California, I don't know how I got that British built notion.



DAD'S BOATS

Well, here's a down home sort of outfit, "Dad" had on display several double enders made up of plywood into quite interesting rowing craft, but the clincher was the sign on the bow, \$10 a Pound". Yes, the 75 pound boat was for sale for \$750. While not direct copies of the Bolger instant boats concept, they certainly reflected that simple, easy to build concept. We didn't find Dad on the exhibitor list so we cannot pass on the address, maybe he'll see this and let us know.

HOW ABOUT IT ALL, SBJ?

Was SMALL BOAT JOURNAL enthusiastic about their participation? Publisher Terry Ehrich certainly was, while admitting that it was an expensive involvement with the sea trials, etc. he remarked to us about how exciting it all was for them. Terry made the rounds of displays handing out copies of SBJ and saying hello to all the exhibitors, a nice touch. The Show certainly reflected the SBJ approach to boating, they have a unique foothold in marine publishing. Coming issues should have lots of interesting results from all the sea trials their hired guns conducted for them. Surely you already know about SMALL BOAT JOURNAL, if by chance you don't, you can reach them at P.O. Box 400, Bennington, VT 05201.

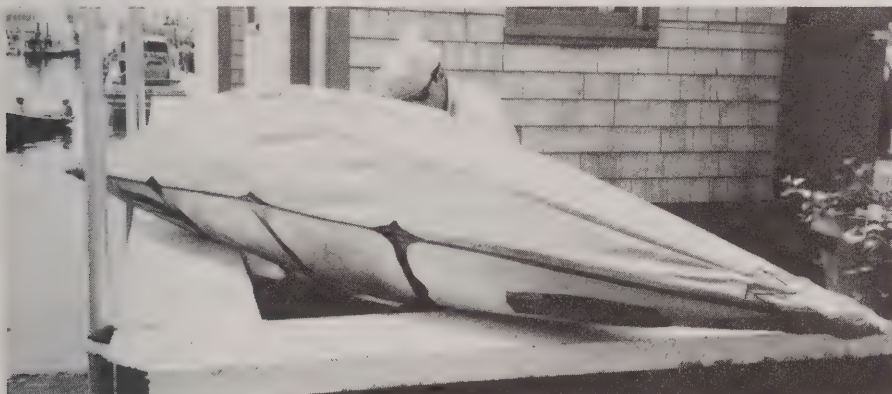


Publisher Ehrich chats with Judge Fuller.

AND THEN, THE "UNOFFICIAL" EXHIBITORS

The man was finishing the assembly of a short craft covered with untreated green canvas duck as I strolled around the corner of the SBJ booth near the ramp. Silver tape covered the pointy ends. He wore an SBJ exhibitor badge. "No, not really, I'm not with SBJ," he responded, "actually I'm not an exhibi-

tor as the boat isn't done yet." The boat? It's a "backpack kayak", the whole concept is that it comes apart into sections which handily re-assemble into a backpack in which you carry your gear overland. A while later he was out in the water paddling about, silver tape winking in the Sunday sun, broomstick paddle propelling him right along. If this one gets sorted out, what next in portability?



THE UPFRONT SAILBOARD

The man came cruising past the float at the Show sitting on the foredeck of a fairly sizeable sailboard, leaning against the mast in repose. Beside him the mainsheet for the single high aspect sail was at hand, beneath him in the foredeck the tiller action lay, a traveller as used for a sailing mainsheet, in a slot in the foredeck, attached to the rudder by endless cable. To steer, simply push left or right on tiller, a hiking stick, and the rudder responded. "You can enjoy the sun up here as you cruise along, and also sail like a windsurfer without having to hold up the mast," he explained. To tack one just steps from one side to the other if not in the sunbathing mode, but in the stand-up go-for-it position. Interesting idea, he built the boat himself to showcase the steering, which is a patented idea. He was looking for some trade interest, we didn't learn if he found it.



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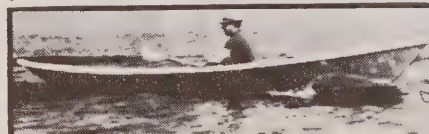


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HOW ABOUT THE COAST GUARD GUYS?

Saturday morning the entire set of floating docks suddenly began pitching and rolling as a miniature tsunami came into the area, and it was several minutes before everyone got their balabce back and things picked up. It seems the local U.S. Coast Guard guys had just roared by down the channel past the docks in the 5 mph zone considerably in excess of that speed. Maybe they were headed off on an emergency? Maybe. Reminds one of the local police doing 80 mph through town with sirens howling on some errand thought to be urgent. As far as we know, nobody fell overboard on the floats, anyway, we were all supposed to have PFD's!

DOING OUR JOB

Out to cover the rowing race in our Old Town, we parked by a moored sailboat to photograph the passing competitors. The course "officially" went down and around the channel to the Goat's Island bridge, but the participants "could" cut through the mooring area if they chose. Guess what happened? So here they come bearing down on us, I sat there getting photos until one fervent competitor looked over his shoulder, saw me looming ahead and ordered me out of the way! "Man YOU are off the course, don't shout at me," was my response. He had to break stroke and avoid me. After all I was moored.

LOCAL EXPLOITATION

Some of us forgot to bring chairs for our booths. TSCA and us for two. So we could rent them, no problem. \$21 a folding steel chair! Jeez! So, John Roche's wife from the TSCA booth went off to Newberrys and brought back some nice \$6.95 folding cloth seats. I guess boat people are all upscale types with no expense concerns.

A SALUTE TO THE GARBAGE GIRLS

It seems the southwest wind brings the harbor garbage right into the float area at the Newport Yachting Center, and we certainly collected our share in our corner. I periodically swept it under the float with an oar as my boat became mired in cabbages, cans, boards, slimy objects, cigarettes (many) and oily black scum. Then the pretty young girls who do so nice a job helping out came around with big trash barrels on wheels, wire mesh dippers, and grimaces on their otherwise bright, cheery faces. They had to scoop it all up, several times. Certainly someone is dumping a lot of scum and those fishing trawlers that didn't like us so much seemed likely contributors, the oily scum came from their deisels, it could be seen all around them. And they were upwind of us. Sort of encourages the environmentalist in one to see a nice small boat in a setting of garbage. Anyway, thank you girls for performing your odious task. I couldn't get anymore swept, "under the rug!"

AH, TRADITION

Out rowing in the Thursday evening calm after setup day, I overtook a sharpie ketch with twin wishbone boom sails. Aboard a man and his dog. Turned out he was Roger Martin, local naval architect, one of our subscribers, and to be a skipper in Saturday's mini 12 regatta. While not part of the show, the long lean sharpie, workboat finished, just ghosting along in the evening calm, re-affirmed some sort of deep inside convictions I seem to still have about how nice traditional craft really are.

AND THAT'S NOT ALL

We obviously didn't get to do the whole show in detail, and our choice of what to look at, who to talk to was pretty much based on what caught our eye or ear. Between manning our own booth part time, viewing various events, and visiting those we did, our time sped away. So, a lot of stuff goes unmentioned here. Not because it is beneath notice, but because this sort of one-man outfit can only do so much. Given that limitation, I follow the interesting leads. Most of the gadgets and goods displays were neglected (by me) as were the more obvious production (yawn) glass boats and the powerboats. This show had a whole lot going for anyone interested in small boats of any sort (save kayaks and canoes). It's worth a day of your time in 1985, and maybe it won't be on that busy, crowded Memorial Day Weekend then.

Report & Photos by Bob Hicks

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JULY 1: TIDAL CANOE TRIP, NO. FALMOUTH, MA

This trip will explore harbors along the shore of Buzzards Bay. The 1983 trip took place in 35 mph winds that provided surfing on the shore and an island stopover for sunning and swimming. Contact Chuck Wright at (617) 564-4250.

JULY 3: WHITEWATER CANOE TRIP, MAINE.

Contact Bob Nixon at (617) 822-5768 for details.

JULY 4: PEDDOCKS ISLAND WOODEN BOAT RELAY RACE, FORT ANDREWS, PEDDOCKS ISLAND, BOSTON HARBOR, MA.

This first annual race for wooden boats, sail and oar, is scheduled to start from Fort Andrews on Peddocks Island, with entry closing at 11 at an entry fee of \$3 per boat, which includes free access to the Island and visit to Fort Andrews. The course will include Spinnaker Island (formerly Hog Island). The rowboats and sailboats will be paired off for the race. Sponsors include the Hull Recreation Committee, Hull Life Saving Museum, Spinnaker Island, Boston Educational Marine Exchange and the Peddocks Island trust. Families and picnic lunches are welcomed. For further information contact the Peddocks Island Trust at (617) 523-1184.

JULY 4: MACHIAS BAY SPRINT, MACHIAS, ME.

This event will be a one mile canoe and kayak race held where the Machias River meets the bay. It will have classes for various types of boats and age groups. Registration is at noon, the racing gets going at 2 p.m. at Helen's Restaurant on the Rt. 1 dike in Machias. Fee is \$6 at sign-up, pre-registration fee is \$5. Contact the Iris Boat Works at (207) 255-4216 for more details.

JULY 8: WHATEVER FLOATS RACE, AUGUSTA, ME.

We've no details on this one, but an article in a copy of DOWN EAST magazine from a bygone year showed the damndest collection of watercraft you ever saw on the river. Probably the Augusta Chamber of Commerce can fill you in on details if you really want to know.

JULY 8: SCHOONER OPEN HOUSE, CAMDEN, ME.

A chance to look over the dude schooners close up if you like.

JULY 10-12: 22ND ANNUAL WINDJAMMER DAYS, BOOTHBAY HARBOR, ME.

This event is sponsored by the Friendship Sloop Society. Call (207) 633-4743.

JULY 14 - 15: TIDAL CANOE TRIP, KNUBBLE BAY, ME.

Exploration of the tidal waters in and around the AMC camp at Knubble Bay. Contact Judy O' Bryant at (617) 587-3370.

JULY 21: TIDAL CANOE TRIP, EAST-HAM, MA.

This will be a fun day of canoeing the marsh, swimming and picnicing at the inlet and playing in the waves just outside, all at Nauset Inlet on the Cape. Contact Bob Scolomiero at (617) 848-8396.

JULY 21-22: AMC SEA KAYAK OVERNIGHT TRIP TO MARTHA'S VINYARD

Contact Phil Bartels at (617) 872-3046 for details.

JULY 21-23: FRIENDSHIP SLOOP WEEKEND, MAINE MARITIME MUSEUM, BATH, ME.

The annual gathering of Friendship sloops moves to Bath this year and will sail up the Kennebec River on the morning tide on the 21st to the Percy & Small Shipyard for a weekend of activities. They will be joined by the tall ships WESTWARD and PRIDE OF BALTIMORE for a downriver departure parade on the 23rd.

JULY 24-26: FRIENDSHIP SLOOP RACES, BOOTHBAY HARBOR, ME.

Annual regatta for Friendships is moved to Boothbay from Friendship, ME this year as that smaller town can no longer handle the crowds. Contact Bruce Morang at (617) 944-2200.

JULY 28: ANTIQUE & CLASSIC BOAT RENDEZVOUS, MYSTIC SEAPORT MUSEUM, MYSTIC, CT.

The ninth annual gathering of privately owned classic wooden boats, both sail and power. Pre-1940 pleasure yachts of both types will be on display during the day with a downriver parade to Noank in the afternoon.

JULY 28: FRED J. DION CUP RACE, SALEM, MA.

On July 28th the second running of this race for traditional wooden sailing yachts will be held off Marblehead and Salem, MA. Named in honor of longtime Salem boatbuilder Fred Dion, it is intended to promote a festive day of competition for owners of traditional type wooden yachts that do not find such opportunities readily available today. The basic criteria are that the boats be over 32 feet long on deck and be built prior to 1955. Complete details may be obtained from Justine Wetherald at (617) 744-0844, or write to the Fred J. Dion Cup, 23 Glendale St. Salem, MA 01970. The race committee includes Fred Atkins, Jeffrey Barrows and John Clayman.

AUGUST 3-5: 20TH ANNUAL ANTIQUE BOAT SHOW, THOUSAND ISLANDS SHIPYARD, CLAYTON, NY.

Initial plans for this celebration of twenty years of antique boat shows include several interesting craft headed up by the 92' brigantine BLACK JACK. Built in 1904 as a steam tug, this craft was converted in 1952 to a brigantine that carries about 3,000 square feet of sail. Also featured will be the 39' mahogany cruiser VALETTA, a three year restoration project for her owners, and which will be open for public visiting during the show. The Museum plans also to launch its Gold Cup racer, DIXIE II for in-the-water viewing. Another Gold Cup racer, SILVER KING, built in 1927 by Ditchburn is expected to be on hand. The owners also expect to bring their Herreshoff launch, CORSAIR.

Amongst the numerous smaller craft that make up the show will be a contingent of Dispros, disappearing propeller craft that will be on their cruise during the show period and plan to drop in.

Registration of antique and classic craft owners wish to display is by pre-entry due to limited space. If you wish to enter your boat, contact the Shipyard Museum, 750 Mary St. Clayton, NY 13624 for an exhibitor entry package.

AUGUST 5: THE GREAT PAWCATUCK RIVER RACE, WESTERLY, RI.

A rowing race 2-1/2 miles long down the Pawcatuck River (tidal) from Westerly to Avondale, with classes for recreational and competition craft for oar and paddle. Refreshments, band concert follow. Entry fee is \$10 per boat, benefit the Westerly Pops Concert. For entry information contact Edmund West, 99 Water St. Stonington, CT 06378.

AUGUST 11: ROW AROUND HULL RACE: HULL, MA.

This event is open to open rowing and paddling craft with various classes catered to. It starts at the Mariner's Park in Hull and finishes at the Hull Lifesaving Museum. For more details contact the Hull Lifesaving Museum, at (617) 925-3595.

AUGUST 16-19: WOODEN BOAT SHOW, NEWPORT, RI.

The Wooden Boat Show is back, see the ad on the back cover of this issue and watch for more details in our August 1st issue.

AUGUST 18: RETIRED SKIPPER RACE, CASTINE, ME.

The captains of yesteryear get out on the water for this once a year competition in picturesque Castine.

AUGUST 18: HUDSON RIVER ANTIQUE & CLASSIC BOAT RENDEZVOUS, KINGSTON, NY.

A group of antique and classic boat owners have organized a Hudson River Chapter of the ACBS and plan their first event as a good time for owners and lovers of any sort of antique or classic craft. The event will be at the Hudson River Maritime Center at Rondout Landing on the Hudson in Kingston, NY. Planned activities include a parade up Rondout Creek and a dinner cruise on the Hudson on the MARION T. BUDD. Owners may bring boats to display on land or in the water and a "People's Choice" award will be made. There is no registration fee. For more details contact Howard & Dolores Tubbs, 156 Roosevelt Rd. Hyde Park, NY 12538, phone (914) 229-5834.

AUGUST 25: SHORT SHIPS RACE, ROCKPORT, ME.

Bill Gribbel's annual outing for traditional sorts of small open boats, more details in upcoming issues.

FLATWATER CANOE RACING SCHEDULE

A few flatwater canoe racing dates this summer in Maine have come to our attention, the details are not too complete but here goes anyway:

JULY 15: 13th Annual Damariscotta Lake Marathon, Jefferson, ME. Contact Horace Ransom at (207) 529-5485.

JULY 28: Ebb Tide Marathon, Penobscot River, Bangor, ME. Contact Adrian Humphreys at (207) 866-5652 or Gregg Farrell at (207) 947-8048.

AUGUST 4: Kennebec Fifty Marathon, Kennebec River, Carratunk, ME. Contact Bill Stearns at (207) 827-3609.

GRAND BANKS SCHOONER COMES TO MAINE MARITIME MUSEUM

A 142 foot grand banks fishing schooner, the SHERMAN ZWICKER, will take up residence at Maine Maritime Museum's Percy & Small Shipyard as of this June. Owned by George McEvoy's Grand Banks Schooner Museum, the vessel will become a part of the Maine Maritime Museum's ongoing exhibits under a cooperative arrangement. Access to its interior this summer will be somewhat limited, as it is fitted out with fisheries exhibits below decks but it will be a part of the overall museum program open to the public. The ZWICKER was built in 1942 and fished the grand banks under power until 1968, using sails only for steadying ship in rough seas, depending upon a 300 hp diesel to drive her at about 9 knots. Three major trips a year were made to the fishing grounds where she could take on 320,000 pounds of fish each load. The fishing was still done from dories hand lining however. From time to time the ZWICKER will depart Bath to appear in various tall ship sorts of activities along the east coast flying the flag of Maine Maritime Museum.



THE CHARLES W. MORGAN RETURNS TO BERTH AT MYSTIC SEAPORT.

On May 12th the CHARLES W. MORGAN, sole surviving Yankee whaler-ship of the 19th century, was floated to its mooring from the drydock at the Seaport Museum shipyard, completing a 15 year restoration project. Built in 1841, the MORGAN actively worked in whaling for 80 years, longer than any other whaler, and when she arrived at

Mystic in 1941 was even then the sole survivor of the once large whaling fleets. Due to its derelict condition at that time, the MORGAN was berthed in a bed of sand where it sat until 1969 when the restoration work was begun. For the past four years the MORGAN has been in the shipyard for extensive exterior work. Still remaining is interior finishing off which will go on this summer. The ship will be open to the public.

TSCA MEET AT WOODEN BOAT SHOW

The Traditional Small Craft Association will once again this year hold a national gathering at the Wooden Boat Show, August 17-19 at Newport, RI. Interested members (or non-members who might wish to participate) are invited to attend and bring along their boats. There will be supervised public use of those boats whose owners choose to permit such use, part of the TSCA effort to ed-

ucate the public to the charms of traditional small boats. If you can bring a boat on any or all of the days of the Show please contact Peter Schmid at (617) 374-1390 eves. or Kevin Wong at (617) 482-1734 eves. for further information on participation, free show admissions, etc. The 1983 TSCA Meet attracted 110 new members to TSCA and introduced hundreds to the enjoyment of traditional small boats.

ANTIQUE & CLASSIC BOAT GATHERINGS SCHEDULED FOR THE SUMMER

A number of meets for the antique and classic boats are on the summer calendar within reach of our New England readers.

JULY 13-15: Matthews Owners 7th Annual Rendezvous, Greenport, NY. Contact E.M. Penny at (516) 728-0668.

JULY 14-15: Lake Hopatcong 10th Annual Boat Show, Lake Hopatcong, NJ. Contact Clifford E. Shipman II at (201) 398-0017 evenings.

JULY 14: Alexandria Bay Vintage Boat Show, Alexandria Bay, NY. Contact John N. Russell at (315) 482-9911.

JULY 20-22: Richardson Boat Owners Association National Rendezvous, Geneva, NY. No contact provided.

JULY 21: Finger Lakes ACBS Meet, Seneca Falls, NY. Contact Al Peckenaugh at (607) 387-9357.

JULY 27-28: Annual Antique & Classic Boat Meet, Mystic Seaport Museum, Mystic, CT. Contact Lisa Brownell at (203) 572-0711.

JULY 28-29: New England ACBS Meet, Weirs Beach, NH. Contact Richard C. Burchell at (603) 293-7515.

AUGUST 2-3: Chris Craft Jambo-ree, Clayton, NY. Contact Bo Collins at (315) 686-4104.

AUGUST 3-5: Shipyard Museum 20th Annual Antique Boat Show & Parade, Clayton, NY. Contact Bo Collins at (315) 686-3104.

AUGUST 18: Hudson River Antique & Classic Rendezvous, Rondout Landing, Kingston, NY. Contact Howard Tubbs at (914) 229-5834.

AUGUST 24-26: Adirondack Meet, Lake George, NY. Contact Jack Binley at (518) 543-6002.

AUGUST 25-26: Herreshoff Rendezvous, Bristol, RI. Contact Halsey Herreshoff at (401) 253-6660.

SEPTEMBER 9: Niagara Frontier ACBS Meet, Buffalo, NY. Contact Zeke Zeisz at (716) 695-1989.

WOODEN BOAT SCHOOL COURSES FOR JULY & AUGUST:

The following courses are scheduled at the Wooden Boat School in Brooklin, ME for July:

JULY 1-6: Building the Nutshell Pram Kit, Eric Dow.

JULY 1-6: Art of Boatbuilding, Bud McIntosh.

JULY 1-6: Small Open Boat Cruising, Ben Fuller.

JULY 8-13: Designing Patterns & Casting Hardware, Michael Podmanicky & Richard Remsen.

JULY 8-20: Lines and Shapes of Boats, Dave Dillon.

JULY 8-27: Theory & Practice of Boatbuilding, Arno Day.

JULY 15-20: Metalworking for Woodworkers, Tony Millham.

JULY 22-27: Building the Nutshell Pram Kit, Eric Dow.

JULY 22-27: Able Seamanship, Ben Ellison.

JULY 29-AUGUST 3: Sailmaking, Robin Lincoln.

JULY 29-AUGUST 3: Half Models, Eric Dow.

JULY 29-AUGUST 3: Oar & Paddle Making, Lou McIntosh.

AUGUST 5-10: Able Seamanship, Ben Ellison.

AUGUST 5-17: Building a Small Cruising Boat, Gordon Swift.

AUGUST 5-17: Building the Maine Guide Canoe, Jerry Stelmok.

AUGUST 12-17: Able Seamanship, Roger Taylor.

AUGUST 19-24: Surveys & Maintenance, Giffy Full.

AUGUST 19-31: Building Ultra-Light Lapstrake Boats & Canoes, Tom Hill.

AUGUST 19-31: Wooden Boat Repair, Ralph Stanley.

AUGUST 26-31: Advanced Marine Surveying, Giffy Full.

All the courses are by prior registration and many may be full up by now. For more information call Peter Anderheggen at (207) 359-4651.

ALDEN OCEAN SHELL MEETS FOR THE SUMMER:

Owners of Alden Ocean Shells and interested other persons can enjoy several outings in the next couple of months, as follows:

JULY 7: Eighth Annual Casco Bay Cruise, Casco Bay, ME. Contact Hargy Heap, 48 Pleasant St. Yarmouth, ME 04096.

JULY 21: Twelfth Annual Isles of Shoals Race, Kittery Pt. ME. Contact Arthur Martin, P.O. Box 251, Kittery Point, ME 03905.

AUGUST 18-19: Martin Oarmaster Regatta, Schroon Lake, NY. Contact Pete Smith, RD #1, Box 65, River Rd. North Creek, NY 12853.

AUGUST 19: New Meadows River Cruise, Brunswick, ME. Contact John Chandler, Jr. 6 Brookmere Way, Brunswick, ME 04011.

...and more!



SAILING CANOE RACING SCHEDULE

The canoe sailors of the American Canoe Association have a rather full calendar of races in New England and nearby New York and New Jersey for the coming season. If this sort of boating sounds interesting you can learn more by calling Larry Zuk in Concord, MA at (617) 369-6668. The dates through the balance of 1984 are as follows:

JULY 4: Sebago Series #3, Sebago Lake, NY (914) 657-8452.

JULY 7: Atlantic Division Championships, Rumson, NJ. (201) 842-6671.

JULY 7-8: Atlantic Division Championships, City Island, NY. No phone listed.

JULY 14: Long Island Canoe & Kayak Show, Oakdale, NY. (516) 546-5965.

JULY 14-15: New England Division Championships, Merrymeeting Lake, NH. (603) 772-2306.

JULY 21: NCSS Summer Series #3, Rumson, NJ. (201) 842-6671.

AUGUST 11-12: National Championship, Lake Champlain, Shelburne, VT. (802) 985-2692.

AUGUST 18: ACA Class Regatta, Brooklyn, NY. (212) 768-9589.

AUGUST 19: Sebago Series #4, Sebago Lake, NY. (914) 657-8452.

AUGUST 25: NCSS Summer Series #4, Rumson, NJ. (201) 842-6671.

AUGUST 26: ADK Trophy, Lake Sebago, NY. (914) 657-8452.

SEPTEMBER 1: National Championship, Lake Sebago, NY. (914) 657-8452.

SEPTEMBER 8: George Service Series #2, Brooklyn, NY. (212) 768-9589.

SEPTEMBER 9: Sebago Series #5, Lake Sebago, NY. (914) 657-8452.

SEPTEMBER 9: Great Round Gerish Island Race, Kittery, ME. (603) 772-2306.

SEPTEMBER 15-16: ACA Class Rally, Lake Massabesic, Auburn, NH. (617) 369-6668.

SEPTEMBER 16: Togetherness Trophy, Brooklyn, NY. (212) 768-9589.

SEPTEMBER 22-23: ACA-AMC Sailing Cruise & Camp, Damariscotta, ME. (617) 251-4971.

SEPTEMBER 23: Year End Sailing Cruise, Jamaica Bay, NY. (212) 768-9589.

OCTOBER 6-8: Season Ender Sailing Cruise of Maine Lakes. (617) 369-6668.

ED. NOTE: Persons interested in non-competitive canoe sailing activities can contact Larry Zuk at (617) 369-6668.

RADIO CONTROLLED MODEL SAILING YACHT RACING SCHEDULE

The model yacht racers have a full calendar of events in New England and nearby New York for the balance of 1984, as follows:

JULY 4: Rosemary '84, Needham, MA (AB). Contact Bob Francis at (617) 899-3662.

JULY 4: Firecracker, Marblehead, MA (AB). Contact John Snow at (617) 526-7856.

JULY 14: Arges Memorial, New York, NY (M). Contact Richard Plaut at (212) 249-3772.

JULY 15: Midsummer Regatta, Providence, RI (AB). Contact Mike Andrea at (401) 724-5221.

JULY 22: Scale Sail & Free Sail & Powerboats, Needham, MA (AB). Contact Bob Francis at (617) 899-3662.

JULY 28: Seebauer Memorial, New York, NY (36-600). Contact Richard Plaut at (212) 249-3772.

JULY 29: Schooners & Gaffers, Needham, MA. Contact Bob Francis at (617) 899-3662.

AUGUST 5: Midsummer Open, Stonington, CT (AB). Contact Bob Weall at (203) 599-1644.

AUGUST 11: Kehoe Memorial, New York, NY (M). Contact Richard Plaut at (312) 249-3772.

SEPTEMBER 2: Summer Special, Stonington, CT (M). Contact Bob Weall at (203) 599-1644.

SEPTEMBER 3: Trigg Memorial, Needham, MA (EC-12). Contact Bob Francis at (617) 899-3662.

SEPTEMBER 8-9: ACCR, Port Washington, NY (M). Contact Richard Plaut at (212) 249-3772.

SEPTEMBER 8-9: Mayor's, Fort Adams Cup, Newport, RI (EC-12). Contact Mike Andrea, at (401) 724-5221.

SEPTEMBER 9: Randall Memorial, Springfield, MA (AB). Contact Bernie Gaudette at (413) 525-7316.

SEPTEMBER 15 & 16: Campbell Cup, Marblehead, MA (M). Contact John Snow at (617) 526-7856.

SEPTEMBER 22: Central Park Memorial, New York, NY (10R). Contact Richard Plaut at (212) 249-3772.

SEPTEMBER 22 & 23: MTRRA Championship, New York, NY (M). Contact Richard Plaut at (212) 249-3772.

SEPTEMBER 30: Chandler Hovey Cup, Marblehead, MA (M). Contact John Snow at (617) 526-7856.

OCTOBER 7: Fall Regatta, Stonington, CT (AB). Contact Bob Weall at (203) 599-1644.

OCTOBER 14: Messenger/Chowder Cup, Marblehead, MA (M). Contact John Snow at (617) 526-7856.

OCTOBER 15: Columbus Day, Needham, MA (AB). Contact Bob Francis at (617) 899-3662.

NOVEMBER 11: 4-Hour Enduro, Needham, MA (AB). Contact Bob Francis at (617) 899-3662.

NOVEMBER 17: Jive Turkey, New York, NY (AB). Contact Richard Plaut at (212) 249-3772.

(AB) - Any Boat, (M) - Marblehead, (EC-12) - East Coast 12, (S) - Star, (36-600) - Same.



12' KLEPPER MASTER FOLDING BOAT, for sail, row and motor. Comes in four bags, complete with dacron mainsail and jib, oars and oarlocks, foot bellows. EXCELLENT condition, purchased in 1971, barely used, kept in storage (slight salt corrosion on sail fittings). Replacements available from Klepper. \$1900. J. KING, New York, NY. (212) 866-8488 or ME. (207) 766-5522. (4)

WANTED: 10 or 12 foot single oar for use as a scull.
JAY MOORE, Salem, MA (617) 745-7340. (4)

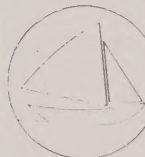
16' SAILING PEAPOD, by Walt Simmons. Lapstrake cedar on oak, copper rivets. Dacron spritsail, galvanized trailer. In very good condition. Located in Brooklin, ME. \$2,000.
BILL MAYHER, Brooklin, ME. (207) 359-2129. (4)

WEB CHARGER wind generator for marine electrical systems. 12 volts, 5 to 8 amps/hour in 13-15 mph winds. Mounts on forestay. New condition, \$400 new, sell for \$250. Will deliver within 100 mile radius. Send SASE for photo brochure.
BRUCE CORMIER, Barnstead, NH (603) 435-6128. (4)

24' BRISTOL YAWL, 1969. Head, galley, dinghy, motor, cradle, 5 sails, spinnaker and more. Very good condition. \$10,000.
FRANK KING, Preston, CT. (203) 886-0295. (4)

14' CLASSIC PEN YAN RUNABOUT, cedar on oak, mahogany and teak decked, very good condition. Needs paint and varnish. Asking \$500
DAN HAMILTON, Concord, MA. (617) 369-2325. (4)

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16' PETERBOROUGH CANOE, built about 1920 for sailing on Long Island Sound. In my possession since 1923. Unused since exterior refinished in 1983. Complete with leeboards, mast, sail, booms, four paddles, two backrests. Priced to sell at \$2,000.
E.G. THORP, Newbury, NH. (603) 938-5459 eves. (4)

AVAILABLE: My unused fiberglass 22' Crotch Island Pinky, to a responsible person who can provide a mooring or slip and routine maintenance, so that I can use it occasionally.
STEVE GRIMES, W. Roxbury, MA. (617) 426-8083 Mon-Thurs. (4)

ANTIQUE FOLBOT KAYAK, over 30 years old according to Folbot, the collapsible model, 17' two person. The entire frame has been restored, varnished ash and brass fittings, as has two sets of double paddles, backrests, new varnished mahogany cockpit rails. The skin is in need of having old rubber scaled off bottom and recoated with liquid hypalon, canvas under old rubber coating is OK. The lighter canvas deck needs several small patches. A new skin is not available from Folbot due to the change in design in 30 years. Priced at only \$150 for an inexpensive two-up kayak you can store in a closet or carry inside a compact car.

BOB HICKS, Wenham, MA (617) 774-0906. (4)

PENOBSCOT SALMON WHERRY, traditional 13' 6" lapstrake sailing/rowing boat built professionally in 1975. In excellent condition with cotton spritsail and jib, oars and locks, anchor, etc. Has 4' 4" beam, fitted with centerboard and rudder. \$1600.
ALAN FERGUSON, Castine, ME (207) 326-4643. (4)

12' STARBOARD LAUNCH. Built 1920 by Goudy & Stevens. Restored "like new" in 1977. Cedar planked on steam bent oak frames, mahogany transom, sheer strake, seats, etc. Rebuilt Gray jump spark engine (c.a. 1915) in working order. Asking \$6500 with engine or \$4,000 without engine, or reasonable offer. Located in Kittery, ME.
FREDERICK JOHNSON, Andover, MA (617) 475-0604. (3)



26' BOLGER SHARPIE KETCH. A fast, handy daysailer with occasional overnight accommodations. Well built in Maine of Harborlite topsides and strip planked bottom. Currently has fin keel but original leeboards are available. Well maintained by second loving owner. Asking \$5,000.

TOM DOYLE, New London, CT. (293) 442-6464, or (203) 442-7600 (work). (3)

14' CHESAPEAKE BAY ROWBOAT, sound and sturdy. Oars, leeboards and mast (not mounted). Kept in Friendship, ME. \$400.
STEVE LEWIS, Winchester, MA (617) 729-7975. (3)

16' LOWELL/PALMER Amesbury power launch. Restored classic, has character. Original 6 hp Palmer single cylinder engine, fresh water cooled. Asking \$3000.
BOB BLEILER, Mystic, CT (203) 536-2854. (3)

26' CHRIS CRAFT CONSTELLATION, 1962. Equipment includes: Airguide Columbia compass, Regency MT-5500 VHF radiotelephone, Heathkit depth finder, Boat Leveler electro-hydraulic trim tabs, Danforth S-13 anchor, Kenyon two burner alcohol stove, two Kidde fire extinguishers, new Morse steering system in 1982, new spare set of exhaust manifolds, Chris Craft 283 cu. in. engine, four barrel carb, Presser fresh water set, extra S.S. fuel tank, 35 gal., new V-berth cushions, Lovett automatic bilge pump, two 8' dinghys (need work). Certified USCG Auxiliary facility, 1981, '82, '83. \$3,000.
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JOHN ARBA, Lawrence, MA (617) 688-1682.

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16' CHAMBERLAIN GUNNING DORY, with sailing rig (sprit), motor well and trailer. \$500.
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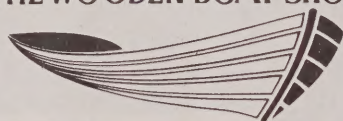
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